

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES NO. 1195. 日七月三十日五十二緒光

WEDNESDAY, APRIL 26, 1899.

三拜禮

號六廿月四英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL.....10,500,000
RESERVE FUND.....7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.
KOBE.....NEW YORK.
LONDON.....LYONS.
SAN FRANCISCO.....HONOLULU.
BOMBAY.....SHANGHAI.

London Bankers:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum of the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

" " S. CHOU,
Agent.

Hongkong, 7th April, 1899. [382]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
RESERVE LIABILITY OF PROPRTORS.....\$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STEPHENS, Esq., Deputy Chairman.
The Hon. J. J. Bell-Irving.
E. Goetz, Esq.
E. Shellin, Esq.
A. H. Haup, Esq.

A. McConachie, Esq.
A. J. Raymond, Esq.
P. Sachse, Esq.
R. H. Hill, Esq.

Chief Manager?

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 12th April, 1899. [39]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$10 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [40]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-HOLDERS.....\$800,000

RESERVE FUND.....\$150,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
ON THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL.....\$1,000,000

PAID-UP CAPITAL.....\$500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON.....HANKOW.

CHEFOO.....PEKING.

CHINKIANG.....SWATOW.

FOOCHOW.....TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

2½ per Annum Fixed Deposits for 3 months.

" " 6 " 3 " 3 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [427]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....\$1,000,000

Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors.

E. Burnie, Esq. | D. Gillies, Esq.

Chan Kit Shan, Esq. | Nwan Ho Chuen, Esq.

Chief Manager.

GEO. W. B. PHAYFAR.

Interest for 12 months Fixed.

Hongkong, 21st March, 1899. [38]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
JAPAN, &c.PekingW. Hayward, R.N.R....About 27th April...Freight only.
SHANGHAIParcimattaC. T. Denny, R.N.R....About 28th April...Freight or Passage.
LONDON, &c.BalkharaG. L. W. FieldNoon, 29th April...Freight or Passage.
JAPAN, &c.RosettaC. H. Watkins, R.N.R. 4 P.M., 29th April...Freight or Passage.
* Passing through the Inland Sea. (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1899.

GINS.

NOLET'S GIN (square bottles).
A. V. H. (square bottles).
PLYMOUTH GIN (Gates & Co.).
BOOTH'S OLD TOM (finest quality).
BOARD'S OLD TOM (London bottled).
JAS. COULTS & CO. SUPERIOR OLD TOM.
DO. UNSWEETENED.
NICHOLSON'S DRY GIN.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Agencies in all the principal ports of China, Japan, Borneo and the Philippines.

Hongkong, 8th April, 1899. [15]

JUBILEE PILSENER BEER
PER CASE OF 1 DOZ. QUARTS
OR
8 DOZ. PINTS.....\$13.00.

SOLE AGENTS.

H. PRICE & CO.,
QUEEN'S ROAD.

THE CLUB HOTEL,
LIMITED.

FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

BOARD RESIDENCE.

On Monthly Terms from 1st May, 1899.

W. POWELL & CO.

EX. S.S. "SHANGHAI"

NEW STOCK OF LADIES
TRIMMED & UNTRIMMED MILLINERY
NEW FLOWERS, FEATHERS, LACES, RIBBONS, &c.

Hongkong, 16th March, 1899. [17]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRaits SETTLEMENTS.

FOR THE UNITED ASBESTOS CO., LTD., LONDON;

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

" VICTOR " METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORKS.

SUPERINTENDENT....THOS. SKINNER

DODWELL & CO., LIMITED, General Agents.

27 PEAK HOTEL

AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above Sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer, with perfect protection against the North East Winds in Winter.

Well-appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street, Hongkong, 4th January, 1899. [28]

"LET 'EM ALL COME."

One hears this catch saying just now all over, but to no one is it so applicable as to

Tired men, whether suffering from physical or mental fatigue, delicate women, growing girls, and little children who find

SERRAVALLO'S TONIC
(BARK AND IRON WINE)

Strengthens the stomach, braces the vital system, excites the appetite.

AN IDEAL TONIC.

WATKINS & CO., SOLE AGENTS FOR CHINA.

Hongkong, 20th April, 1899. [14]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR—the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER.

TANSA N. FLETCHER & CO. and CARMICHAEL & CO.

PETER SYS' WONDERFUL SPECIFIC.

The only remedy at present known as an EXHAUSTIVE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesalers.

THE PETER SYS COMPANY, Proprietors and Sole Manufacturers,

9, Old China Street, Shanghai.

12th October, 1898.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

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THE HONGKONG TELEGRAPH, WEDNESDAY, APRIL 26, 1899.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE NEW TERRITORY AND THE CUSTOMS.

We have received the following correspondence for publication:

Hongkong General Chamber of Commerce.
Hongkong, 21st April, 1899.

Sir.—In view of the disturbances now taking place in the New Territory which there is good reason to believe have been engineered or assisted from Chinese territory, I am instructed to ask you to be good enough to lay before His Excellency the Governor the following opinions and suggestions of my Committee.

That having regard to the fact that the new territory is obviously liable to be overrun by bands who are either not amenable to Chinese authority or whose acts the mandarins find convenient to ignore or disown, it is essential to the preservation of good order in the Colony, and to consolidate our position that the northern boundary shall be clearly defined by natural features and include within it the town of Shuncheung.

That recent occurrences have convincingly demonstrated the inability if not actual mischievousness of mandarin influence and furnish excellent reasons for the removal of the Chinese officials from Kowloon City which otherwise will remain a focus of intrigue against the authority of the Hongkong Government.

The Committee would further suggest that as the suppression of these disturbances will entail a heavy outlay, it would not be unreasonable for Her Majesty's Government to demand the extension of the lease of the New Territory for a longer period than 99 years, if not the complete cession thereof.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.
Hongkong General Chamber of Commerce.
Hongkong, 21st April, 1899.

Sir.—I am instructed by the Committee of the Chamber to inquire if the Government will kindly inform the Chamber what is being done to secure the removal of the Chinese Imperial Maritime Customs to their own territory as was promised by His Excellency the Governor in the Legislative Council on the 27th February last.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 25th April, 1899.

Sir.—I am directed to acknowledge the receipt of your letter of the 21st instant submitting for His Excellency the Governor's consideration certain opinions and suggestions offered by the Committee of the Chamber of Commerce respecting the new territory and to state that the views of the Committee will be represented to the Secretary of State for the Colonies.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) J. G. T. BUCKLE,
Colonial Secretary.
The Secretary to the Hongkong General Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 25th April, 1899.

Sir.—In reply to your letter of the 21st instant requesting information as to what is being done to secure the removal of the Chinese Imperial Maritime Customs to Chinese territory, I am directed by His Excellency the Governor to state for the information of the Committee of the Chamber of Commerce that the functions of the Chinese Customs have ceased within the area of the new territory and the extended waters of the Colony.

By arrangement with Her Majesty's Government the three stations of Capitulon, Foochow, and Cheungchow are permitted to remain in the occupation of the Chinese Customs until accommodation on their new frontier has been provided, but not later than October next, and on the condition that no coercive functions will be performed by them in the waters of the Colony.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) J. G. T. BUCKLE,
Colonial Secretary.
The Secretary to the Hongkong General Chamber of Commerce.

LOSS OF THE "SNOWFLAKE."

We regret to say news was received here today of the loss of Mr. Sim's handsome steam yacht, says the *Kob Herald* of 19th inst. The *Snowflake*, which was only lengthened and refitted a few months ago, when she was converted from a cutter into a steam yacht, left the harbour last Saturday at midnight for Miyajima. The owner had a party of friends on board, all of whom were looking forward to the trip with undisguised pleasure. All went well until Onomichi was reached. A Japanese pilot was engaged there, but he had not proceeded far before he ran the yacht on a sand bank, where she remained for twelve hours. Luckily she sustained no injury and the voyage was resumed at 3 o'clock on Monday morning. But ill fortune was following in the yacht's wake, for at 2 p.m. the same day she ran on a reef a few miles from Miyajima and stuck fast. As soon as it was seen that there was no likelihood of getting the yacht off at once, a message was sent to a neighbouring island—about a mile off—for assistance, and during the afternoon the party was safely transferred to Miyajima. In hope of floated the boat, the ballast, etc., was moved off, but it had no effect. Later on the stern sank and by dusk that part of the vessel was completely under water. The bows alone were above water then. Mr. Sim has sent for divers and barges and hopes to raise the yacht shortly. Everybody in Kobayashi will rejoice to hear that he has succeeded, as the *Snowflake* was not insured. The yacht was practically in the hands of a pilot at the time the accident occurred. The man was engaged at Onomichi, to which town he belongs, and was recommended as a man who thoroughly knew the Inland Sea. He fled from the scene of the disaster yesterday morning. We understand the Police and the Japanese generally rendered Mr. Sim every possible assistance.

DENMARK TAKES A HAND.

Hor Heide, director of the Danish East Asian Steamship Company, and of a private bank at Copenhagen, will shortly take a trip to Eastern Asia with the view of strengthening the new line of the company. According to a good source, says the correspondent of the *Daily Mail*, he is entrusted with a confidential mission from the Danish Government—namely, to obtain a convenient harbour in China for the accommodation of the ever-growing Danish mercantile marine. The instructions given to Hor Heide have not been made public.

THE "YAWATA MARU."

It will be remembered by our readers that the Nippon Yusen Kaisha have recently put three new boats on their Australian line, viz., the *Kasuga Maru*, the *Futami Maru*, and the *Yawata Maru*, all three being entirely new boats built especially for the service by Messrs. R. Napier and Son, at Govan, Scotland. By the courtesy of Captain Moses and the management of the Nippon Yusen Kaisha we were enabled to inspect the last named ship.

These fine steamers have been built under special survey to Lloyd's three-deck class and fitted in accordance with British Board of Trade rules. They are built throughout of the finest steel, the general dimensions being: length 373 ft. between perpendiculars, or over 400 feet overall; breadth 44 ft.; depth 27 ft. 8 in.; with a top-gallant forecastle, long bridge, full-pump and partial shade deck, and constructed with a cellular double bottom for water ballast.

So much for the general description, which does not distinguish these boats very much from the usual run of mail steamers, as it is only when we come to the details that have been so carefully attended to for the passenger's comfort that we see the superiority of these vessels over all competitors. To start with the safety of the vessel, both when at sea and in going in or coming out of harbour. On the bridge directly in view of the officer on watch is a new patent contrivance that tells when the masthead and side sights are in, and if one happens to go out, a bell immediate rings and an indicator shows the faulty lamp so that it can be repaired at once. By means of the telegraph communication is maintained from the bridge to all parts of the vessel, not only the engine room, but right aft as well, where an officer is stationed when entering or leaving harbours, and, in case the steam steering gear should by any chance get out of action, hand gear in always kept in readiness. Eight life boats are carried, four of which are of the latest steel type, capable of holding the entire crew and passengers, besides being fitted with sails and other requirements. The senior officers both on the Navigating and Engineer staff have to have exceptionally good British and Japanese certificates before they are entrusted with the care of these magnificent and costly vessels. Besides all these precautions for passengers' safety, over every bulk, quite ready to hand, are placed life belts.

Although safety has been the chief object comfort takes a very good second, the first class dining saloon is situated on the upper deck, forward of the engines, fitted with light oak furniture, the end portion of the saloon is allotted as a social hall and beautifully upholstered with blue plush and contains a Broadwood piano, a library of 180 books as well as cards, chess, and other games. There are four electric fans to keep the rooms cool when in hot climates and two steam heaters when colder climates are reached. The cabins accommodate two in each berth and are fitted with wash stands, electric light, oil lamps if required, and are in communication with the steward's quarters. The menu is most liberal, fresh provisions being carried in specially designed refrigerating rooms. The second class accommodation is eight aft and in a confid and elegance compares very favourably with the first, while the steerage, which is between decks, also seems to have received due attention. Smoking rooms are provided for each class and a well stocked bar supplies the passenger's wants at very moderate prices.

The engines are triple expansion, the high pressure cylinder 29 inches diameter, intermediate 48 ins., and the low pressure 79 in having a stroke of 54 ins., working at 185 lbs steam pressure develops 35,000 indicated horse power, which can drive the vessel through the water comfortably at the rate of 17 knots an hour. All the different parts of the engine are duplicated, so that in case of a break down a new piece can be inserted without causing delay. As might be gathered, the electrical arrangements are most complete and only want of space prevents us from giving a full report of them. Arrangements are also made by means of three ventilating machines to force fresh air throughout the vessel or to any compartment where it is required. The refrigerating machinery and cold storage rooms have received most careful attention, but the sight of snow and ice reminded our representative so much of home that he was obliged to leave in a hurry on account of homesickness.

Last but not least we must mention the courtesy of the officers, the passengers, comfort seemed to be their one aim in life and with the help of most intelligent Japanese staff, there is no doubt they will achieve that success they so worthily deserve.

THE "SHINONOME."

It is said that the condition of the new torpedo-destroyer *Shinonome* did not prove at all satisfactory. She came out in charge of an English crew and reached Yokosuka at 5 a.m. on the 15th instant, but the Japanese Naval Authorities hesitated to take delivery of her finding she had been treated very badly on the way out. We learn this from the *Jiji Shinpo*. The statement is couched in mysterious language. Reference is made to bad time made by the vessel between Hongkong and Yokosuka, as proving that she had sustained some damage, and naval experts are reported to have come to the conclusion that it is bad policy to have ships brought out by foreign crews, since they take no real interest in the vessel's condition. A strange notion, in our opinion. Any competent Englishman—and assuredly only a competent man would be chosen for such a purpose—can be relied on to bestow the best possible treatment on a ship entrusted to his care, whether he belongs to his own country or to a foreign state. If there has been an exception in the case of the *Shinonome*, it is an exception that is all that need be said. The Japanese may certainly claim to be the most fastidious people in the world if they are not content with British seamen's management and care of vessels. Probably the *Jiji Shinpo*'s version of this affair is greatly deficient in accuracy.

NEWS FROM CEBU.

Cebu, April 11th.

Everything very quiet. Native policemen very courteous to Americans, and the expected trouble of last week has blown over, but the soldiers are still closely confined to quarters. A drunken soldier created a little excitement last night by firing a shot which went between the legs of Mr. Sidebottom, the English Consul here, and manager for Smith, Bell & Co. No damage was done. The insurgent band serenaded Col. Hamer at Headquarters Sunday evening. Maff arrived from Manila and the States Saturday and to-day. The U. S. S. *Perry* sailed for Manila Saturday, but left for Iloilo again Sunday morning. No telegraphic connection with Iloilo has as yet been established. —*Manila Times*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before the Hon. W. M. Goodman (Acting Chief Justice.)

April 26th.

CLAIM AGAINST A COMPRODOR.

Cheung Haun Tin, compadre to Messrs. Meyer and Co., was sued by a single woman named Tsui Chan Shi, of 41, Wellington Street, who sought to recover \$800, money lent.

Mr. Robinson (instructed by Messrs. Mounsey and Bruton) appeared for plaintiff, and Mr. Slade (instructed by Messrs. Deacon and Hastings) for defendant.

These fine steamers have been built under special survey to Lloyd's three-deck class and fitted in accordance with British Board of Trade rules.

They are built throughout of the finest steel, the general dimensions being:

length 373 ft. between perpendiculars, or over 400 feet overall; breadth 44 ft.; depth 27 ft.

8 in.; with a top-gallant forecastle, long bridge, full-pump and partial shade deck, and constructed with a cellular double bottom for water ballast.

So much for the general description, which does not distinguish these boats very much from the usual run of mail steamers, as it is only when we come to the details that have been so carefully attended to for the passenger's comfort that we see the superiority of these vessels over all competitors.

To start with the safety of the vessel, both when at sea and in going in or coming out of harbour.

On the bridge directly in view of the officer on watch is a new patent contrivance that tells when the masthead and side sights are in,

and if one happens to go out, a bell immediate rings and an indicator shows the faulty lamp so that it can be repaired at once.

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Eight life boats are carried, four of which are of the latest steel type, capable of holding the entire crew and passengers, besides being fitted with sails and other requirements.

The senior officers both on the Navigating and Engineer staff have to have exceptionally good British and Japanese certificates before they are entrusted with the care of these magnificent and costly vessels.

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comfort takes a very good second, the first class dining saloon is situated on the upper deck, forward of the engines, fitted with light oak furniture, the end portion of the saloon is allotted as a social hall and beautifully upholstered with blue plush and contains a Broadwood piano, a library of 180 books as well as cards, chess, and other games.

The Colonel came out of the mess tent to see a subaltern of his regiment saddle and mount the Colonel's pony, when, from behind a tree half-a-dozen yards off, the fatal shot was fired, and the Colonel fell dead. The assassin threw down his pistol and with an accomplice bolted, but the soldiers who swarmed on the race-course started in pursuit and captured the pair and gave the real culprit a rough time of it. He was next day hanged under the *Gib Act*. The other man is to undergo a formal trial. It is needless to state that a feeling of intense indignation prevails at Peshawar at these frequently occurring outrages.

The opinion of the leaders of the Mohammedan circles is that, if this had been a case of true Ghaziism, the perpetrator would not have run away, but would have surrendered as his object was to stake his life. The Peshawar police arrangements have long been under criticism.

The chief inspector of police in charge of the city is a Hindu, and may not be quite in touch with his surroundings. —*Pinang Gazette*.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	(THURSDAY ISLAND, TOWNS) VILLE, BRISBANE, SYDNEY	FRIDAY, 28th April, at 4 P.M.
A. E. Moses	and MELBOURNE	
SANUKI MARU	(YOKOHAMA DIRECT) SUNDAY, 30th April, at 4 P.M.	
W. Townsend	SEATTLE, WAS., U.S.A., via KORE, YOKOHAMA AND VICTORIA, B.C.	THURSDAY, 4th May, at 4 P.M.
KINSHU MARU	SEATTLE, WAS., U.S.A., via KORE, YOKOHAMA AND VICTORIA, B.C.	THURSDAY, 4th May, at 4 P.M.
W. Brady	MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE	THURSDAY, 4th May, at 4 P.M.
TAMIA MARU	ANTWERP, VIA SINGAPORE	THURSDAY, 4th May, at 4 P.M.
J. W. Wade	PELANG, COLOMBO & PORT SAIGON	THURSDAY, 4th May, at 4 P.M.
BINGO MARU	KOBE AND YOKOHAMA	THURSDAY, 4th May, at 4 P.M.
G. E. P. Cook	VLAIVOSTOCK, VIA SWATOW	THURSDAY, 4th May, at 4 P.M.
SAGAMI MARU	AMOY, SHANGHAI, CHFOO, CHU	THURSDAY, 4th May, at 4 P.M.
J. Nagao	MUTTU and NAGASAKI	
MUKE MARU	KOBE AND YOKOHAMA	SATURDAY, 13th May, at 4 P.M.
S. Kawamura	HOKKAIDO, VIA SINGAPORE and COLOMBO	TUESDAY, 16th May, at Noon.
KAGOSHIMA MARU	HOKKAIDO, VIA SINGAPORE and COLOMBO	TUESDAY, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 25th April, 1899.

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SETTING UP OF DISTILLERIES
 Rice — Corn — Sugar-cane, etc.
 PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
 — SETTING UP OF
 Liquors Factories — Preserves Factories
 Laboratories of Druggists — Essences Factories
STEAM KITCHENS
 EROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: — WATKINS & Co., Hongkong.

Cougnées.

PACIFIC MAIL STEAMSHIP COMPANY:

NOTICE.

CONSIGNEES OF CARGO per Steamship

“CHINA,”

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 24th April, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

“KUTSANG,”

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

—No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.

General Manager.

Hongkong, 25th April, 1899.

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Hotel.
WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as “CONNAUGHT HOUSE,” offers First-class Accommodation to Residents and Travellers. Passenger Elevator from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods. P. BOHM, Proprietor & Manager. Hongkong, 3rd April, 1899.

Canadian Pacific Railway Coy's Royal Mail Steamship Line.

SAFETY. SPEED. PUNCTUALITY.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a week in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from Montreal, Quebec, Halifax, New York and Boston with all trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Gond for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 26th April, 1899.

D. E. BROWN, General Agent.

Pedder's Street, [5]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 13th June, at Noon.

THE PenINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

“BALLAARAT”

Captain G. L. W. Field, carrying Her Majesty's Posts, will be despatched from this for HOMAIA, &c., on SATURDAY, the 29th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1899.

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NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tucum... [2,811] A. Dixon..... May 13.

Cleopatra... [3,750] J. McGillivray... May 30.

Symphony... [2,837] J. Truebridge... June 17.

Victoria... [3,502] J. Panton... July 4.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire [2,874] W.A. Evans May 6.

Lennox... [3,677] J. Williamson June 3.

Columbia... [2,976] N. Moncur July 8.

Monmouthshire [2,874] W.A. Evans July 22.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG to LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESS carried.

HONGKONG to NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899. [510]

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MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

Agencies:—

Milki Coal Mines.

Ohnura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cotton Company, Japan.

Kanegafuchi Cotton Spinning Mill, Japan.

The Milki Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1899.

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FOR SAN FRANCISCO.

T HE 100 ft. British Bark.

“QUEEN MARGARET.”

Fraser, Master will lead for the above Port, and will have quick despatch.

For freight apply to

SHEWAN, TOME & CO.

Hongkong, 16th March, 1899.

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Mails.**NORDDEUTSCHER LLOYD.**

(Freight Service)

(Taking